

IN THE CLAIMS

Please amend the claims to read as follows:

Listing of Claims

1-21. (Canceled).

22. (New) A method for determining a final approach path of an aircraft for a non-precision approach, for the purpose of landing the aircraft on a runway, said method comprising:

(a) determining an approach mode selected by the pilot of the aircraft from among a plurality of predetermined approach modes;

(b) selecting a characteristic segment of an arrival path which relates to the selected approach mode thus determined;

(c) determining the orientation of the projection on the ground of said characteristic segment with respect to the center line of said runway; and

(d) depending on said orientation, determining (i) an anchoring point of the said final approach path, (ii) orientation in a horizontal plane of said final approach path; and (iii) the slope of said final approach path.

23. (New) The method as claimed in claim 22, wherein step (d) comprises determining, as said orientation in said horizontal plane of said final approach path, the orientation of said characteristic segment and determining, as the slope of said final approach path, the slope of said characteristic segment.

24. (New) The method as claimed in claim 22, wherein, when the projection on the ground of the said characteristic segment is aligned with the center line of the runway, the following operations are carried out in step (d): (i) determining a characteristic point corresponding to the limit point at which the pilot must overshoot when the approach is aborted; (ii) determining the relative position between the projection on the ground of said characteristic point and the threshold of the runway; and (iii) determining said anchoring point of said final approach path according to said relative position.

25. (New) The method as claimed in claim 24, wherein, when the projection on the ground of the characteristic point is located on or downstream of the threshold of the runway with respect to the direction of approach (E) of the aircraft, step (d) comprises determining, as said anchoring point of said final approach path, the point of intersection between said

characteristic segment and a horizontal plane located at a predetermined altitude.

26. (New) The method as claimed in claim 24 wherein, when the projection on the ground of the characteristic point is located upstream of the threshold of the runway with respect to the direction of approach of the aircraft, step (d) comprises determining, as said anchoring point of said final approach path, the point of intersection of the extension toward the ground of said characteristic segment and a horizontal plane located at a predetermined altitude.

27. (New) The method as claimed in claim 22, wherein, when the projection on the ground of said characteristic segment is not aligned with the center line of the runway, step (d) comprises determining said anchoring point of said final approach path by:

determining a reference point from which the pilot is considered to initiate a rotation of the aircraft in order to join a vertical plane containing the center line of the runway, according to a reference path;

determining said reference path;

determining a horizontal straight line which is located in a horizontal plane which is at a predetermined altitude and which is partially merged with the vertical projection on said horizontal plane of said characteristic segment; and

determining, as said anchoring point, the point which is such that, on the one hand, the vertical projection of the final approach path on said horizontal plane is partially merged with said horizontal straight line, and on the other hand, the distance between said point and the reference point along the final approach path is substantially equal to the distance between said reference point and the threshold of the runway along said reference path.

28. (New) The method as claimed in claim 22, wherein, when the projection on the ground of said characteristic segment is not aligned with the center line of the runway, step (d) comprises determining said anchoring point of said final approach path by:

determining a reference point from which the pilot is considered to initiate a rotation of the aircraft in order to join a vertical plane containing the center line of the runway, according to a reference path;

determining said reference path; and

determining, as said anchoring point, the point which is such that the distance between the latter and the vertical projection of said reference point on a horizontal plane located at a predetermined altitude is substantially equal to the distance between the vertical projections on said horizontal plane of said reference point and of the threshold of the runway, along the vertical projection of said reference path on the said horizontal plane.

29. (New) The method as claimed in claim 22, wherein, when the projection on the ground of said characteristic segment is not aligned with the center line of the runway, step (d) comprises determining said anchoring point of the said final approach path by:

determining a reference point from which the pilot is considered to initiate a rotation of the aircraft in order to join a vertical plane containing the center line of the runway, according to a reference path; and

determining, as said anchoring point, the point which is such that the distance between the latter and said reference point is substantially equal to the distance between said reference point and the threshold of the runway.

30. (New) The method as claimed in claim 22, wherein, when the projection on the ground of said characteristic segment is not aligned with the center line of the runway, step (d) comprises determining said anchoring point of said final approach path by:

determining a horizontal straight line which is located in a horizontal plane which is at a predetermined altitude and which is partially merged with the vertical projection on said horizontal plane of said characteristic segment;

determining an intermediate point which corresponds to the intersection between said horizontal straight line and the vertical projection on said horizontal plane of the center line of the runway; determining a circle having said intermediate point as its center and the distance between said intermediate point and the vertical projection on said horizontal plane of the threshold of the runway as its radius; and

determining, as said anchoring point, the intersection between said circle and said horizontal straight line.

31. (New) The method as claimed in claim 22, wherein, when the projection on the ground of said characteristic segment is not aligned with the center line of the runway, step (d) comprises using, as said anchoring point of said final approach

path, a predetermined final point, which is characteristic of said approach mode selected by the pilot of the aircraft.

32. (New) The method as claimed in claim 22, wherein, when the projection on the ground of said characteristic segment is not aligned with the center line of the runway, step (d) comprises determining said anchoring point of said final approach path by:

determining a predetermined final point, which is characteristic of said approach mode selected by the pilot; and

determining, as said anchoring point, the point having, as longitude and latitude, the longitude and latitude of said final point, and as altitude, a predetermined altitude.

33. (New) The method as claimed in claim 22, wherein, when the projection on the ground of said characteristic segment is parallel with the center line of the runway, step (d) comprises determining said anchoring point of said final approach path by:

determining a reference point from which the pilot is considered to initiate a rotation of the aircraft in order to join a vertical plane containing the center line) of the runway, according to a reference path;

determining said reference path; and

determining, as said anchoring point, the point which is such that the distance between the latter and said reference point is substantially equal to the distance, along said reference path, between said reference point and the vertical projection of the threshold of the runway on said reference path.

34. (New) The method as claimed in claim 22, wherein, when the projection on the ground of said characteristic segment is parallel with the center line of the runway, step (d) comprises determining said anchoring point of said final approach path by:

determining a reference point from which the pilot is considered to initiate a rotation of the aircraft in order to join a vertical plane containing the center line of the runway, according to a reference path;

determining a horizontal straight line which is located in a horizontal plane which is at a predetermined altitude and which is partially merged with the vertical projection on said horizontal plane of said characteristic segment;

determining a circle having said reference point as its center and the distance between said reference point and the vertical projection on said horizontal plane of the threshold of the runway as its radius; and



determining, as said anchoring point, the point of intersection between said circle and said horizontal straight line.

35. (New) The method as claimed in claim 22, wherein, when the projection on the ground of said characteristic segment is parallel with the center line of the runway, step (d) comprises determining said anchoring point of the said final approach path by:

determining a horizontal straight line which is located in a horizontal plane which is at a predetermined altitude and which is partially merged with the vertical projection on said horizontal plane of the said characteristic segment;

determining an intermediate point which corresponds to the vertical projection on said horizontal plane of the threshold of said runway; and

determining, as said anchoring point, the point corresponding to the orthogonal projection of said intermediate point on said horizontal straight line.

36. (New) The method as claimed in claim 25, wherein said predetermined altitude corresponds to the altitude of the threshold of the runway.

37. (New) The method as claimed in claim 25, wherein said predetermined altitude corresponds to the altitude of the threshold of the runway), increased by a predetermined value.

38. (New) The method as claimed in claim 25, wherein said predetermined altitude corresponds to the altitude of the ground at the location of the said anchoring point (P).

39. (New) The method as claimed in claim 22, wherein said characteristic segment corresponds to the last segment of said arrival path.

40. (New) The method as claimed in claim 22, wherein said characteristic segment corresponds to the segment of said arrival path which passes through an altitude which is characteristic of the approach mode selected by the pilot of the aircraft.

41. (New) A device for determining a final approach path of an aircraft for a non-precision approach, for the purpose of landing the aircraft on a runway, said device comprising means for implementing the method claimed in claim 22.

42. (New) An aircraft comprising a device capable of implementing the method claimed in claim 22.